



November 16th, 2006

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: Adopt Priorities for I-Bond, Agenda Item 11

Dear Commissioners:

### **Executive Summary**

As part of the just approved Infrastructure Bond package, Propositions 1A through 1E, the Transportation Bond element yields funding for a variety of transportation improvements around the state. The Corridor Mobility Improvement Account, CMIA, which is a \$4.5 billion portion of the \$19.975 billion Transportation Bond, is dedicated to improvements on the state highway system or major access routes to the state highway system. Candidates can be recommended from Caltrans or from the Regional Transportation Planning Agency (RTPA) or Council of Governments (COG). In the Bay Area, MTC serves as the RTPA and will be coordinating closely with Caltrans so that each agency submits the same list of candidates.

MTC has published their guidelines for local CMA's to submit candidate projects to them no later than December 1<sup>st</sup>, 2006. On November 8<sup>th</sup>, the MTC Programming and Allocations Committee approved the MTC guidelines. It is likely the MTC Commission will approve the guidelines on November 15<sup>th</sup>. In the guidelines, candidate projects must be submitted to MTC by Caltrans, a Congestion Management Agency, or by MTC staff.. Any project submitted by other than Caltrans must be accompanied by an appropriate board or commission action or resolution. It is in the best interest of TAM to submit its priority candidates to MTC, as the CMA representing Marin County. Note that interested parties in Marin County must coordinate with TAM in the submittal of any candidates from Marin County.

Submittals, in the exact format specified by the CTC guidelines, are due to MTC by December 1, 2007. TAM must submit its candidates by that date to be considered. MTC may require additional submittal information after the due date. TAM staff are working to gather all of the appropriate documentation for a quality submittal.

TAM staff presented to the Executive Committee their priority candidates. As previously discussed, TAM intends to submit candidates that reflect needed improvements in the Greenbrae/580/101 Interchange complex, as well as needed improvements in the Marin-Sonoma Narrows corridor. Based on the ability of the candidate to meet the CTC and MTC performance requirements, as well as the readiness of the candidate, TAM staff have prioritized the various project elements, in coordination with Caltrans and MTC staff. The Executive Committee supported the candidates presented by staff.

Since the Executive Committee meeting, information developed by TAM's consultants indicate that the lowest priority project, the Northbound 101 to Eastbound 580 connector improvement in San Rafael, has less benefit than the other projects. The work necessary to submit it to MTC is not advisable as it has a

very low chance of successfully making the list. TAM staff recommend removing it from the TAM priority list at this time.

The priorities for the Transportation Bond are therefore recommended as (1) Westbound 580 to Northbound 101 widening of the 580 connector, maximum \$20 million (2) the Marin-Sonoma Narrows Segment B, from Atherton Avenue to Rte 116 in Petaluma, \$250 Million+/-, (3) the Marin-Sonoma Narrows Segment A, from Highway 37 to Atherton Avenue, \$105 Million .

**Recommendation: That the TAM Board support staff submittal of applications to MTC for prioritized projects as noted. These projects will compete for CMIA funding that is part of the Transportation Bond package. The TAM Board support these projects receiving CMIA funding.**

### **Background**

The CMIA Program is the program with the most aggressive schedule called for in SB 1266 Perata, the Transportation Bond legislation, with the CTC required to adopt a program by March 1<sup>st</sup>, 2007. A Statewide CMIA Working Group has been meeting since June to develop draft guidance regarding the CMIA Program. The CTC released draft guidance at their October 10-11<sup>th</sup> meeting. MTC has just released their Draft Guidelines and Call for Projects for the CMIA program, patterned after what the CTC released. The MTC Commission is likely to adopt these guidelines at their meeting of November 15<sup>th</sup>, if Prop 1B is approved by voters. MTC has a formal Call for Projects format and guidelines as to the process for submittal.

In the San Francisco Bay Area, projects must be submitted to MTC by one of the following agencies:

- Bay Area Congestion Management Agencies
- Caltrans
- Metropolitan Transportation Commission

Submittals, in the exact format specified by the CTC guidelines, are due to MTC by December 1, 2007. Staff has been coordinating with Caltrans and MTC for some time regarding the information needed for a quality submittal. Submittals by agencies other than Caltrans must be accompanied by an appropriate board or commission action or resolution. The TAM Board is asked by staff to take action in November, in order to meet the MTC December 1<sup>st</sup> deadline.

Projects will be selected on ability to compete based on the CTC selection process, outlined in the CTC guidelines. In accordance with the guidelines, the CTC will select projects based on readiness, corridor operational strategies, and most importantly, project performance.

MTC anticipates submitting roughly \$2.0 billion in CMIA funding requests to the CTC for consideration. By constraining the submittal close to the \$1.8 billion statutorily available to the "north" of the state, staff believes that the Commission will have considerable influence on what projects are eventually programmed by the CTC. If MTC were to submit projects requesting funds in the \$3 billion to \$4 billion range, the CTC effectively would be making project selection decisions for the Bay Area instead of the Commission. The final decision regarding Bay Area submittals, however, will be made by the Commission in January following candidate project evaluation.

### **Project Priorities**

Staff have been in discussions informally with Caltrans and MTC regarding which projects will fare best in the regional competition for funds in the Transportation Bond CMIA program. Based on those

discussions, staff recommend the following as priorities to be submitted by TAM to MTC for consideration.

1. Widening of connector from Interstate 580 Westbound to Hwy 101 Northbound from 1 to 2 lanes. Create an additional auxiliary lane between the I-580 connector and the exit to downtown San Rafael. This project was included in the approved environmental document for the Highway 101 Gap Closure project, but was not included in the going construction. TAM has recently completed a detailed traffic analysis that suggests this improvement is feasible, without adversely affecting traffic on Hwy 101 northbound. The improvement ideally will be built within the same timeframe that the Highway 101 HOV "carpool lane" is being built, so that I-580 traffic experiences some relief when the carpool lane is open in late 2008.

CMIA funds requested - Design, Right of Way, and Construction (rough)                      \$ 20,000,000

2. Marin-Sonoma Narrows Phase B, widening from Atherton Avenue to Route 116 in Petaluma. This project converts the existing expressway section of Highway 101 to a controlled access freeway, permanently addressing the safety issues associated with the over 80 access openings to Highway 101 in this 7 mile stretch of the Marin-Sonoma Narrows. The project builds a continuous carpool lane , incentivizing bus, carpool, and vanpool usage. A continuous 7 mile bikepath system is included in the project as well. The reduction in vehicle hours of delay by implementing the carpool lane has substantial benefit to air quality.

The project's environmental document, a draft EIS/EIR is scheduled to be released by Caltrans in early 2007. With the environmental and design work fully funded by existing funds, the project needs approximately \$250,000,000 to complete right of way acquisition, utility relocation, and construction.

This project, as somewhat of a stepchild to Marin and Sonoma County, needs to be funded from this statewide funding. It is supported by Caltrans.

CMIA funds requested – Right of Way and Construction    \$ 250,000,000

3. Marin-Sonoma Narrows Phase A, widening from Highway 37 to Atherton Avenue through Novato. This project essentially widens in the median of Highway 101 to add a carpool lane, allowing the carpool lane to be extended that ends now at Highway 37. The project is covered under the environmental document for the Marin-Sonoma Narrows, and is fully funded through the design phase. The project is critically needed if the Narrows Phases B and C are constructed. The current Caltrans estimate is for \$105,000,000 to complete the 4.5 miles of additional carpool lane.

CMIA funds requested - Right of Way and Construction    \$ 105,000,000

Staff will present additional information regarding these project elements at the TAM Board meeting on November 16<sup>th</sup>.

**Recommendation: That the TAM Board support staff submittal of applications to MTC for prioritized projects as noted. These projects will compete for CMIA funding that is part of the Transportation Bond package. The TAM Board support these projects receiving CMIA funding.**